

**MONTGOMERY COUNTY  
WALTER REED BRAC INTEGRATION COMMITTEE  
MEETING SUMMARY – June 19, 2012**

- **Ilaya Hopkins called the meeting to order at 7:30 p.m.**
- **State Highway Administration Updates.** Kevin Nowak and Christopher Bishop provided updates on SHA's BRAC intersections improvements projects.
  - **SHA has an updated web site about projects in Montgomery County – including the BRAC-related intersections improvements -- sorted by “Pre-Construction” and “Construction.”** This BRAC projects should be fully updated with Bethesda BRAC projects by COB June 22.
    - <http://apps.roads.maryland.gov/WebProjectLifeCycle/countyProjects.aspx?county=15>
  - **Rockville Pike intersections:** Utility relocation near Cedar Lane, which began in January 2012, has taken longer than expected but should be completed by the end of the year. Much of the work is underground isn't visible. It is very complex and includes relocation of electric, cable, phone, water, sewer, and gas lines. Utility work near NIH should be completed within 9 weeks. Sidewalk upgrades near Jones Bridge Road should also be completed within weeks. There was community concern about the lack of notification to the adjacent residents about this work before it commenced.
  - **There was brief discussion of PEPCO tree removal along northbound Rockville Pike north of Cedar Lane, adjacent to the Locust Hill neighborhood.** SHA emphasized that this work was not related to BRAC. Ilaya noted that the Committee would not delve into further discussion of the PEPCO tree trimming because this is not a BRAC matter, and that community concerns could be raised before the Western Montgomery Citizens Advisory Board.
  - **Sidewalks and Bike paths:** SHA said that utility poles that have been placed temporarily along county sidewalks and bike paths will be taken away when the utility relocations are completed. Bruce Johnston of MCDOT noted that cracks in certain sidewalks and paths that were caused by subcontractors will be repaired.
  - **Connecticut Avenue / Jones Bridge Road:** Depending on when utility companies can complete their relocation work, the project at this intersection should conclude by fall 2012 or spring 2013. Currently under way are the addition of a southbound lane from the Beltway to a dedicated right turn onto Jones Bridge Road, and the addition of a northbound lane towards the Beltway by narrowing the median.

- **Updates from the Montgomery County BRAC Coordinator:**
  - **Phil noted that every item discussed at the BIC meetings has loads of background material on the web site, listed under today's meeting on the "Get Involved" Page:**  
[http://www.montgomerycountymd.gov/brctmpl.asp?url=/Content/EXEC/brac/get\\_involved.asp](http://www.montgomerycountymd.gov/brctmpl.asp?url=/Content/EXEC/brac/get_involved.asp)
  - **Phil said that at every BIC meeting he reminds everyone that the "Get Involved" Page's chronological report of BIC meetings includes the following resource materials:**
    - **The "Tiers and Phases" of BRAC Projects** based on funding is also posted on the web site. The Tiers and Phases were developed by MDOT and MCDOT with input from the BIC in October 2009, and the summary text has been revised through Sept.19, 2011.
      1. **Matrix developed by MDOT-MCDOT, October 2009:**  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bracprojects-tiers-100609.pdf>
      2. **Summary of Tiers & Phases, updated Sept. 19, 2011:**  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/tiersphases-summary-revised-091911.pdf>
    - **Printable Timeline: Anticipated Construction-Related Traffic Disruptions in Bethesda (as of 2-21-12):**  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/disruptionstimeline-041111.pdf>
    - **Summary of BRAC Transportation Projects and Commuting Options**  
[http://www.montgomerycountymd.gov/brctmpl.asp?url=/content/exec/brac/projects\\_glance.asp](http://www.montgomerycountymd.gov/brctmpl.asp?url=/content/exec/brac/projects_glance.asp)
    - **7-26-11 State Highway Administration update on the Intersections Improvement project, with the potential availability of OEA funding**  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-sha\\_intersectionsschedule-oea\\_fundingupdate-072611.pdf](http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-sha_intersectionsschedule-oea_fundingupdate-072611.pdf)
    - **The BRAC Mobility Projects Matrix.** It has been updated through November 2, 2011 and reflects the multi-modal approach the County, State and other stakeholders are taking to address the transportation impacts of BRAC in Bethesda – transit improvements, pedestrian and bicycle enhancements, intersection

upgrades, transportation demand management, etc.

[http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo\\_project\\_matrix-110211.pdf](http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo_project_matrix-110211.pdf)

- **Montgomery County BRAC is now on Twitter!** Follow us [@BracMoCoMD](https://twitter.com/BracMoCoMD) and get all the details on our web site: [www.montgomerycountymd.gov/BRAC](http://www.montgomerycountymd.gov/BRAC)
- **Status of the application process for Federal funding for the MD 355 Multimodal Crossing Project at the Medical Center Metro Station and the “outer phases” of the four intersections improvement projects.** Phil reported that he and MCDOT are working with OEA to complete the application for \$40 million for the Crossing Project, and that SHA is working with OEA in its four applications totaling \$48.9 million for the intersections improvements projects.
- **Phil provided information about the traffic meltdown that occurred on Thursday, June 7, 2012 at the intersection of Rockville Pike and Cedar Lane.** Phil was in contact with PEPCO officials who confirmed that the incident was related to PEPCO’s power reliability efforts – also called vegetation management but commonly known as tree trimming – that has been conducted throughout the County. In the process of clearing trees near power lines along northbound Rockville Pike north of Cedar Lane, a live wire was accidentally cut, which in turn cut a stanchion holding the traffic light. The PEPCO official said this work had nothing to do with BRAC-related construction in the area.
  - <http://wusa9.com/news/article/207852/158/Traffic-Lights-Come-Crashing-Down-In-Rockville-Pike-Intersection>
- **Ilaya Hopkins initiated a discussion about the Committee’s name and mission.** At the Committee’s April meeting, it was agreed that Ilaya would convene a small group of Committee members to choose a new Committee name and clearly state the Committee’s mission in the form of a memo. Ilaya Hopkins, Debbie Michaels, Leslie Weber, Patrick O’Neil, Ginanne Italiano, Ken Hartman, and Phil Alperson volunteered to meet on May 25, 2012 and the resulting memo was distributed to Committee members via email on June 5, 2012.
  - <http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-ilayamemo-integrationcommittee-060412.pdf>
- Ilaya announced the new committee name as **The Walter Reed BRAC Integration Committee** with a mission to focus on BRAC traffic impacts in the immediate vicinity of Walter Reed Medical Center and to monitor the construction of BRAC-related projects, specifically the four SHA intersections projects and the MCDOT Crossing Project at the Medical Center Metro Station and that transportation solutions consider the regional transportation infrastructure needs.

- Ilaya also confirmed operating procedures, noting that appointed community representatives will be recognized as speaking on behalf of their communities, that the Committee will not consider matters that pit one neighborhood against another, and that the Committee acts as a subcommittee of and reports to the Western Montgomery Citizens Advisory Board (WMCAB). She noted that individual concerns that would not be considered by the WRBIC could be brought to the WMCAB.
  
- **Naval Support Activity-Bethesda Updates:**
  - **Bill Sadlon gave a presentation relating to the ongoing Environmental Impact Statement on two major projects: “Medical Facilities Development and University Expansion,”**
    - <http://www.montgomerycountymd.gov/content/exec/brac/pdf/nsab-eis-bic-061912.pdf> (13 pp)
  
    - **Current planned construction:** As previously discussed, the project will entail the demolition of five small interior buildings that will be replaced by a single medical building, called “Building C.” and the construction of an additional teaching building at USUHS. These projects will result in an increase of 270 on-campus personnel. Bill reported that the number of actual post-BRAC personnel is currently 11,600, approximately 1,000 more than had been projected prior to the implementation of BRAC.
  
    - **Parking, now, soon, and long-term:** Both projects will include new garages: an underground garage beneath the front lawn with 500 spaces for patients and visitors, and a 400-space garage for staff and personnel. Alternative locations for the garages under consideration. While these garages create 900 new spaces, Bill noted that the loss of other parking for construction projects means that the net increase in parking will be much lower, closer to 300 spaces. Bill also noted that future construction in the Master Plan but not under the current EIS could increase total parking on campus from 7,500 (as of Fall 2011) to 8,900 by 2022 – a net increase of 1,400 spaces. Bill noted that parking will still comply with requirements established by NCPC and M-NCPPC.
  
  - **Jeff Miller reported on the Navy’s Traffic Study related to the EIS.** Details of Jeff’s report are included in today’s NSAB presentation.
    - **Jeff emphasized that traffic study observations should be considered as “snapshots in time” that don’t account for variables,** such as the status of construction at the Navy gates, the operation of the traffic signal at North Wood, and future growth at NSAB, NIH, and downtown Bethesda.

- **Overall, BRAC traffic is similar to pre-BRAC traffic and below estimates in the BRAC EIS. AM and PM peak conditions are still LOS F at Rockville Pike. Cedar Lane and Rockville Pike/Connecticut Avenue, the two most congested intersections.** Phil Alperson observed that there is no accurate measure of service below F, so it is possible that conditions are far worse than the LOS scale implies, especially when it is obvious that vehicles can be stuck at one intersection for 15 or 20 minutes.
- **The traffic counts discussed today will be detailed when the Draft EIS is published late summer.** NSAB will conduct public hearings when the DEIS is published. They expect the Final EIS to be released in the spring of 2013.
- **NSAB Master Plan and Transportation Management Plan:** Jeff reported that these efforts relate to a ten-year plan, which includes the current EIS but also other potential on-campus construction, including additional parking structures. Personnel could increase by 1,000, from 11,600 to 12,600
- **Gates Construction Update:** Jeff reported that construction at the Grier Gate is a little behind schedule but should be complete by late July, and that the Exchange/Gunnell Road Gate should be done by year's end. NSAB has worked with MCDOT to allow for much of the shared use path to remain open during construction at Grier; however, a long stretch of the path must be closed when construction commences at Gunnell. Jeff urged the community to inform all residents and users of the path to be aware of the forthcoming closure.
- **NIH Mater Plan Update.** Ricardo Herring gave a presentation, which will be added to the web site accompanying this meeting summary when it is made available by NIH. It is a 20 year plan to promote NIH research and research facilities. It projects an increase of personnel by 3,000. There are three major alternatives under consideration: Minimum Development, Recommended Development, and Maximum Development. The Maximum plan could consolidate onto the NIH campus all personnel currently scattered around the County in leased space – approximately 20,000 more personnel. However, any plan is copnstr7cted by an existing MOU with NIH, MNCPPC and NCPC for 1:2 parking ratio.
- **The meeting was adjourned at 9:30 p.m. The next Committee meeting is scheduled for Tuesday, September 18, 2012, 7:30 p.m., at the BCC Regional Services Center.**

**Committee members in attendance, June 19, 2012:**

Nancy Abeles, Bethesda Crest

Phil Alperson, County BRAC Coordinator

Christopher Bishop, State Highway Administration

Neil Greene, Maplewood Citizens Association  
Ken Hartman, Director, Bethesda-Chevy Chase Regional Services Center  
Ilaya Hopkins, Western Montgomery Citizens Advisory Board and Chair, Walter Reed BRAC  
Integration Committee  
Ginanne Italiano, Greater Bethesda-Chevy Chase Chamber of Commerce  
Bruce Johnston, Montgomery County Dept. of Transportation  
Ed Krauze, Bethesda Parkview Citizens Association  
Richard Levine, Locust Hill Citizens Association  
Marilyn Mazuzan, Town of Oakmont  
Debbie Michaels, Glenbrook Village Homeowners Association  
Phil Neuberg, National Institutes of Health  
Patrick O'Neil, Greater Bethesda-Chevy Chase Chamber of Commerce  
Ken Strickland, Chevy Chase Valley  
Richard Vogel, Stone Ridge School  
Leslie Weber, Suburban Hospital

**Ex-officio:**

Ken Reichard (Senator Ben Cardin)  
Joan Kleinman (Rep. Chris Van Hollen)  
Chad Bolt (Council Member Roger Berliner)  
Debbie Spielberg (Council Member Marc Elrich)  
Jeff Miller, Naval Support Activity-Bethesda  
Joseph Macri, Naval Support Activity-Bethesda

**Other Attendees**

Oya Bain, Locust Hill Citizens Association  
Kellie Bouleware, SHA  
Dawn Chaikin, Locust Hill Citizens Association  
Jennifer Farris, Howard Hughes Medical Institute  
Ricardo Herring, NIH  
Richard Hoy  
Greg Humes, Chevy Chase Valley  
Jeanette Musil, DOD Office of Economic Adjustment  
Kevin Nowak, SHA  
William Sadlon, NAVFAC Washington  
Bharat Sanghvi, Whitley Park  
Paul Seder, Whitley Park  
Suni Shrestha, LEG  
Dane Smart, LEG  
Julie Woepke, Office of Military & Federal Affairs, MD DBED